THE
REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

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For the Register of Pennsylvania.

THE ALCHEMIST.

No. IV.

A fondness for analytical investigation, has been one of my distinguishing characteristics, from the moment when my attention was first directed to subjects connected with literature and science. Hence, though sent to a grammar-school at an earlier age than it was usual when I was a boy, I found continual pleasure in studies, which, to my elder classmates, were dry, irksome, and uninteresting. Searching out the radical meanings of words, and tracing compound tenses to their simple forms, were to me an agreeable exercise of mind; and the curious and beautiful structure of language has often, in my more advanced years, been the object of my contemplation in my solitary musings.

The faculty of communicating our thoughts to one-another, I regard as one of the most valuable gifts of the all-bounteous Creator. Without it, social intercourse had not existed; human knowledge had not been progressive; and man, at the end of many ages, would be, as some philosophers would have us to believe he is, only a superior animal. He would be the isolated savage, described by some speculative writers, wild, fierce, and insensible to all the fine emotions of the soul, limited to a narrow range of thought scarcely more extended than that of the brutes.

I speak of this faculty as the gift of Heaven; for it seems indispensable to a rational and social being: and the notions respecting the origin of language, which have been entertained by those who ascribe it to human invention, appear to me to be equalled in absurdity only by the unfounded theories of the formation of government, in which men are supposed once to have been independent individuals, who, upon a happy simultaneous discovery of the advantages of union, agreed to associate, and each to surrender for the common good a portion of his natural liberty. It is true, that the number of words and the variety of forms of expression have increased; language has been progressive, just as human knowledge in its several departments has been; but the rudiments were derived from an intelligence superior to that of man.

It is not, however, my design, at this time, to enter into a discussion of theories of the origin and progress of this wonderful means, by which mind becomes visible to mind; but rather to offer some considerations on the *importance* aod *utility* of improving a faculty which, like all others, is capable of cultivation to an indefinite extent.

It is apparent, from our daily observation, that there exists a vast difference in the ability of different persons to express their sentiments and feelings, and to impart their information. Children, and people of little education, are frequently as unable to comprehend the discourse of the better instructed classes, as if a foreign tongue were employed; and, in many instances, conceive the most singular notions of what they hear. Many disputes arise; many misrepresentations are made; and controversies about trifles are long continued, because of the prevalent deficiency in knowledge of the right use of words. In our courts of justice are often seen examples of witnesses, who manifestly intend to tell the truth, but who, from the inaccuracy of their expressions, very seriously misstate facts. In a vast number of litigated questions, the original cause of dissension has been the same; particularly in cases where the reputation of individuals has been affected, by careless reports of conversations, or by ignorantly written letters. The same thing may be observed in the accounts of public discourses, given by persons whose education has been neglected, or whose habits of speaking are bad. I remember some years ago listening to a sermon, delivered by a preacher of eminent talents and learning, with whose originality of thought I was much delighted. His views of the subject on which he discoursed, were perfectly in conformity with the doctrines of his church; but were presented in a mode somewhat novel, requiring a just comprehension of his terms, in order that his audience might understand clearly his train of thought. Not long afterwards, there were circulated rumours respecting this sermon; representing it in a form as distorted, as a child's first essay in drawing does the "human face divine;" and, had I not been so happy as to have heard for myself, I might have been led to believe, not only that the eloquent speaker had promulgated divers heresies, but that his speculations had been the most extravagant and absurd. Thus, what was designed for edification, resulted, as to perhaps a majority of the audience, in impressions so imperfect, as to be dangerous rather than useful. Here was an instance, and probably it is not a rare one, of the disadvantage of ignorance in an art, so essential to the progress of moral and intellectual improvement.

The misuse of terms is, occasionally, so ludicrous, as to excite the mirth of all who are not extremely ignorant. We may readily find numbers to laugh at the honest labourer, who, when the House of Refuge was in building, gratified the curiosity of a gentleman passing by, with the information, that "it was to be an arcade for the confinement of juvenile adults." But many, who are struck with such blunders, are not aware how often

they themselves commit mistakes almost equally ridiculous, in the view of the well educated. Ludicrous errors are, however, unfrequent and harmless, in comparison with the daily occurring misapprehensions which occasion what are called "disputes about words;" a species of disputes which generally proves to be about things, or, at least, to have the same consequences; as "matters of form," not unfrequently, are found to produce very substantial effects.

There is another evil to which it is proper to advert. We meet with numbers of men, whose genius and learning are almost confined to themselves, or exert an influence within a very limited sphere, merely because they are deficient in the art of expressing their thoughts. While they remain in obscurity, others, of far less originality of conception and profundity of reflection, are able to display to advantage what talent they possess, and to gain a reputation much greater than their real merits entitle them to. If a due proportion of the attention of men of solid learning, were bestowed on the means of communicating their information, what power might they gain to enlighten and improve their fellow men. And, if the cultivation of this science received the care it deserves from the people generally, how much better fitted would they be, for becoming participants of the intellectual wealth which patient research continually discovers. Though the progress of education has been great, but a few of those who listen to a public speaker of any extraordinary genius and erudition, are capable of receiving the impression designed to be imprinted on their minds; and, perhaps, half the persons in a mixed audience, are so imperfectly acquainted with their mother tongue, as not to distinguish between reasoning and sophistry, eloquence and mere declamation. The sense being hidden mystery to them, they estimate an orator's powers by the degree of vehemence of his manner and gesticulation, and the strength of his lungs.

These considerations are some of those tending to show the importance of a science, which many regard as abstract learning, unconnected with practical utility, or, at best, as an amusement for literary leisure. To me it has appeared in a different light, and I consider grammatical knowledge as of great advantage to its possessors, whatever may be their situation in life. I would have its principles taught in all our schools, not indeed by requiring abstract and almost unintelligible rules to be committed to memory, but by exercises in the use of words, the construction and arrangement of sentences, and the explication of lessons. Whatever habituates us to nice discrimination in the use of terms, at the same time, tends to accustom us to accuracy in distinguishing our ideas, and thus enables us to reason with clearness. As the practised eye discerns shades of colours, the exercised mind perceives the finer distinctions of thought; and perfection, in either case, increases usefulness aud enjoyment.

There is probably no species of mental application, that has more influence in forming a habit of correctness, than the study of foreign tongues, when such study is not superficial. The ancient languages are more calculated to produce this effect than the modern; because the peculiarity of the construction of the former, obliges the student to call into action more frequently the reasoning faculties of his mind, than do the latter, which bear so much greater resemblance to our vernacular idiom. It is a very false notion to suppose, that the memory is the only faculty exerted in learning a foreign tongue, and that in these studies nothing is acquired but a knowledge of certain sounds, or written symbols, employed by one nation, corresponding to those used by another people. In comparing words, ideas are compared; in remarking peculiar terms of expression, operations of the mind are observed. Not even mathematics has a greater effect in forming a practical logician.

But besides the inducements suggested by a regard to utility in its most limited sense, there are others not unworthy of being estimated. To write well, and to converse with ease, are accomplishments more to be prized than gracefulness of movement, skill in music, or the painter's art. Few pleasures can be compared with that derived from the conversation, or correspondence, of a person of refined and cultivated mind, who possesses such facility in communicating his thoughts, as to make them present in all their vividness to the minds of others. The subject has relation, not only to the intercourse of society in general, but to the communings of friendship and the preservation of attachments. It has often happened, that even members of the same family have become almost strangers, because parted by distance, and so unused to writing as to find it a laborious task. I am sure it is not a fondness for a favourite science, that causes me to view it as important to society: as it is necessary for the prosperity of commerce, that the value of the currency of trade should be generally known; so it is equally requisite for the welfare of society, that the intellectual currency should be well understood. Moreover, we judge by a man's discourse, what have been the associations of his childhood and youth; and, on the same principle, the character of a nation will be judged, by the style of speaking and writing prevalent among the people at large. Let every child be made well acquainted with his native language, and the genius and knowledge of the Americans, will be displayed in the domain of literature and science, as perfectly as in the departments of the necessary arts. Δ.

Awful Visitation.—On Monday last, a man was brought before a magistrate in our borough, on a charge of having attempted to rescue a prisoner from custody. On examination he denied the act of which he was accused, and with awful emphasis "hoped the Almighty would strike him dead if he were guilty." The words were no sooner uttered than he fell down speechless and insensible! How admonitory to those who invoke the wrath of the Supreme Being by horrible imprecations!—*Miner's Journal.*

The total amount of cases of Vaccination reported, during the year 1830, *is as follows:*

Dr. Amos Pennebaker,	North-eastern District,	597
Dr. George Spackman,	North-western do.	444
Dr. Joseph Pancoast,	South-eastern do.	473
Dr. David C. Skerrett,	South-western do.	370
		1884

A SUMMARY OF THE WEATHER.

TAKEN AT THE STATE CAPITOL, HARRISBURG, (PA.) BY WILLIAM MUSGRAVE, LIBRARIAN,

Showing at one view the mean temperature of the weather, the mean height of the Barometer, the direction of the Wind, the different changes of the Atmosphere, in each Month,

OF THE YEAR 1830.

| MONTHS. | Mean temperature each mo. | Mean height of Barometer | | |

No. II.

EXPENSES OF GOVERNMENT.

Senate.

Pay and mileage of the members,	$16,426 60	
Clerks,	2,023 00	
Transcribing,	775 00	
Sergeant-at-arms and doorkeeper,	1,380 04	
Printing,	5,051 73	
Contingencies,	3,889 68	
		29,546 05

House of Representatives.

Pay and mileage of the members,	50,191 80	
Clerks,	1,998 00	
Transcribing,	1,980 00	
Sergeant at arms and doorkeeper,	1,442 00	
Printing,	6,981 89	
Contingencies,	8,091 99	
		70,685 68

Executive Department.

Governor's salary,	$5,000 00	
Secretary of the Commonwealth,	1,600 00	
Deputy Secretary,	1,000 00	
Clerks,	3,050 00	
Contingencies,	2,133 24	
		12,783 24

Judiciary department.

Chief Justice's salary,	2,666 64	
Associate Js. of the Supreme Court,	7,434 08	
Circuit expenses,	5,068 00	
Attorney General's salary,	295 83	
Presidents of Courts of Common Pleas,	27,557 17	
Judges of District Courts,	8,335 45	
Recorders of Mayor's Courts,	2,100 00	
Associate Judges,	14,593 74	
		68,050 91

Treasury Department.

State Treasurer's salary,	1,400 00	
Clerks,	2,650 00	
Printing annual report for 1829,	400 00	
Contingencies,	492 37	
		4,942 37

Accountant Department.

Auditor General's salary,	1,400 00	
Clerks,	2,772 14	
Printing annual report for 1829,	75 00	
Contingencies,	700 00	
		4,947 14

Land Office.

Secretary of the Land Office, salary,	1,400 00	
Clerks,	4,184 86	
Contingencies,	822 35	
		6,407 21

Surveyor General's Office.

Surveyor General's salary,	1,050 00	
Clerks,	3,210 00	
Contingencies,	400 80	
		4,660 80

Miscellaneous Expenses.

Wardens of the Port,	1,891 60	
Stephen Duncan, Chairman of the joint committee of the State Library,	298 00	
Expenses of witnesses, &c. in the case of the investigation of the official conduct of Jas. Clarke, acting commissioner, Juniata division of the Pensylvania canal,	3,621 10	
Robert Dickey, serving notices of elections in the cases of Robert M'Clure, deceased, and Samuel M'Kean resigned,	73 00	
William Musgrave, state librarian,	352 00	
Printers and others for publishing, &c. the governor's proclamation to convene the legislature in November, 1829,	121 95	
James Cameron, printing pamphlet laws for 1829-30,	1,095 00	
John Myers, carriage of the laws for 1828-29, and 1829-30,	300 00	
Elias Beidleman, do. for 1829-30,	425 00	
James Trimble, boxes, packing, &c. do.	103 00	
Henry Sprigman, stitching, covering, &c. do.	176 00	
Solomon Sprigman, binding 210 copies do.	21 00	
		8,477 65
		$210,501 05

NO. III.

MILITIA EXPENSES.

George B. Porter, former adjutant general, salary		67 66
Simon Cameron, late do. expenses and do.		561 98
Samuel Power, adjutant general, do.		204 45
Daniel Sharpe, inspector first brigade, first division, salary,		834 92
John Davis, inspector first brigade, second division, salary,		266 35
Henry Daub, inspector second brigade, second division, salary,		447 90
Thomas Jones, inspector first brigade, third division, salary,	299 90	
Disbursements,	244 10	
		544 00
Nathaniel Brooke, late do. salary,	111 52	
Disbursements,	75 61	
		187 13
John Kerlin, inspector second brigade, third division, salary,	281 78	
Disbursements,	226 15	
		507 93
Samuel Ringwalt, inspector first brigade, fourth division, salary,		300 00
Joel Baker, inspector second brigade, fourth division, salary,		315 00
William Nes, inspector first brigade, fifth division, salary,	170 00	
Disbursements,	413 78	
		583 58
Jacob Sanders, inspector second brigade, fifth division, salary,	150 00	
Disbursements,	431 00	
		581 00
Thomas C. Miller, late do. disbursements,		6 09
Joel Bailey, inspector first brigade sixth division, salary,	401 64	
Disbursements,	244 94	
		646 58
Jeremiah Shappell, inspector second brigade, 6th division, salary,	250 00	
Disbursements,	327 42	
		577 42
John H. Keller, inspector, first brigade, seventh division, salary,	338 13	
Disbursements,	566 78	
		904 91
Jacob Hartz, inspector second brigade, seventh division, salary,	253 60	
Disburaements,	67 51	
		321 11
Joseph Wilt, late do. disbursements,		33 73
John Ludwig, inspector first brigade, eighth division, salary,	255 00	
Disbursements,	666 94	
		921 94
Isaac Brown, inspector second brigade, eighth division, salary,	225 00	
Disbursements,	237 80	
		462 80
Robert Fleming, inspector first brigade, ninth division, salary,	125 00	

Disbursements,	115 14	
		240 14
Joseph J. Wallis, late do. disbursements,		21 63
John Horton, jr. inspector second brigade, ninth division, salary,	248 80	
Disbursements,	87 87	
		336 67
Ephraim B. Gerould, late do. disbursements,		37 04
Henry Barnhart, inspector first brigade, tenth division, salary,	218 83	
Disbursements,	393 50	
		612 33
John Hasson, inspector second brigade, tenth division, salary,	206 65	
Disbursements,	44 29	
		250 94
Edward Armor, inspector first brigade, eleventh division, salary	328 31	
Disbursements,	224 87	
		553 18
Jacob Heck, inspector second brigade, eleventh division, salary,	114 80	
Disbursements,	565 70	
		680 50
Samuel Davidson, inspector first brigade, twelfth division, salary,	210 00	
Disbursements,	225 29	
		435 29
Alexander Hanna, inspector second brigade, twelfth division, salary,	127 50	
Disbursements,	207 91	
		335 41
John Hitchman, inspector first brigade, thirteenth division, salary,	105 00	
Disbursements,	326 82	
		431 82
Joseph Eneix, inspector second brigade, thirteenth division, salary,	198 33	
Disbursements,	224 00	
		422 33
John Park, inspector first brigade, fourteenth division, salary,	320 88	
Disbursements,	544 47	
		865 35
Lot Lantz, inspector second brigade, fourteenth division, salary,	270 00	
Disbursements,	600 33	
		870 33
Andrew M'Farland, inspector first brigade, fifteenth division, salary,	150 00	
Disbursements,	509 55	
		659 55
Robert Orr, jr. inspector second brigade, fifteenth division, salary,	282 33	
Disbursements,	662 10	
		944 43
Samuel Power, inspector first brigade, sixteenth division, salary,	177 12	
Disbursements,	821 20	
		998 32
Edward A. Reynolds, inspector second brigade, sixteenth division, salary,	295 00	
Disbursments,	616 22	
		911 22
Lewis Plitt, keeper of the arsenal at Harrisburg, salary,		23 36
Thomas Atkinson, do. at Meadville, do.		200 00
William W. Pennell, repairs of the arsenal at Harrisburg,		18 50
William Berrett, sundry stands of colours,		407 50
E. G. Nelson, do.		104 25
Thomas Jones, do.		100 00
John W. Salter, battalion flag and drums,		168 00
Frederick Keefer, drums and fifes,		357 49
Thomas Bringhurst, do.		111 00
Daniel Sharpe, expenses of distribution of arms,		58 00
Christopher Painter, carriage of arms,		40 02
George Trimble, do.		29 75
Joel Baker, inspector second brigade, fourth division, commission on fines paid into the State Treasury,		12 53
		$20,513 56

NO. VI.

MEMBERS OF COURTS MARTIAL, *Per act of 11th April*, 1825.

Colonel Jehu B. Jones,	31 48
Lieut. Col. George Weirich,	171 22
Major Michael Roush,	18 67
" Ebenezer Kerr,	39 17
" Enoch Philips,	106 39
" Frederick Wise,	145 68
" James Chambers,	40 27
" John Byers,	100 79
Capt. Peter Kester,	122 47
" Philip Burkhart,	122 47
" Jacob Hummel,	122 47
" Valentine Has,	122 47
" William Hunter,	73 46
" James Miller,	33 46
" Benjamin Anderson,	33 46
" Samuel Caldwell,	33 46
" James Moore,	33 46
" Jeremiah Ferree,	48 40
" William Carter,	6 21
Estate of John Webb, deceased,	171 22
	$1,576 68

NO. V.

PENSIONS AND GRATUITIES.

Amount of pension and gratuities by special acts of the legislature, and under the power vested in the board for the relief of officers and soldiers of the revolutionary war,	24,501 45

NO. VI.

EDUCATION.

Dickinson College,	$3,000 00	
Western University,	2,400 00	
Washington College,	1,000 00	
Jefferson College,	1,000 00	
Allegheny College,	1,000 00	
Deaf and Dumb institution,	5,427 73	
		13,827 73

NO. VII.

INTEREST ON LOANS.

Holders of the 5 per cent. stock loan of 1821,	46,400,00	
Do. loan of 1824,	30,000 00	
Do. loan of 1825,	7,500 00	
Harrisburg Bank and others, on loan per act of first April, 1826,	7,725 00	
		91,625 00

No. VIII.

INTERNAL IMPROVEMENT FUND.

Auction duties,	80,000 00	
Premium on loan,	220,000 00	
Dividends on bridge, canal and turnpike stock,	29,715 00	
Collateral inheritances,	18,686 69	
Escheats,	847 38	
State treasury,	100,000 00	
Canal tolls,	25,748 68	
		474,997 75

No. IX.

STATE MAPS.

Benjamin Tanner, for maps furnished per resolution of twenty-eighth March, 1825,	395 00

No. X.

PENITENTIARY AT PHILADELPHIA.

Board of Inspectors, per act of 3d April, 1830,	4,000 00

Salary of Officers, per ninth section

of the act of 23d April, 1829, viz:

Samuel R. Wood, warden,	$1,750 00	
Philip Hahn, jr. overseer,	700 00	
Allen Fisher, do. of shoemakers,	311 10	
Richard Blundin, gate-keeper,	433 32	
John Halloway, do.	83 33	
Dr. Franklin Bache, physician,	270 00	
John Norvell, clerk,	218 15	
Wm. M'Bride, deceased, overseer,	18 60	
		3,784 50
		7,784 50

No. XI.

PENITENTIARY NEAR PITTSBURG.

Board of Inspectors, per act of 3d April, 1830		5,000 00
J. Patterson, warden, bounty to convicts per 8th article of act of 23d April, 1829,		32 00
Salary of Officers, per ninth section of the act of 23d April, 1829, viz:		
John Patterson, warden,	$600 00	
John Young, overseer,	233 33	
William Cochran, do.	400 00	
Thomas Graham, watchman,	279 75	
Dr. William H. Denny, physician,	300 00	
Aaron Williams, clerk,	150 00	
		1,963 08
		6,995 08

No. XII.

CONVEYING CONVICTS.

Philip Heagy, sheriff of Adams county,	231 49	
John Bickel, do. Berks,	112 30	
William Kitchen, do. Columbia,	72 46	
Martin Dunlap, do. Cumberland,	119 06	
David Washabaugh, do. Franklin,	98 07	
Thomas Hall, do. Lycoming,	128 75	
Foster Miliken, do. Mifflin,	79 89	
Wm. Levy, dep. do. do.	49 09	
Jacob M'Kinney, Sheriff, Northumberland,	119 50	
Josiah Roddy, do. Perry,	48 15	
John King, do. Warren,	100 35	
		1,159 11

No. XIII.

CONVEYING FUGITIVES.

John King, sheriff of Warren county,	32 88	
John Metzker,	35 65	
John Wilson and Wm. Stok,	81 57	
Augustus Newton,	104 00	
Joseph A. Brown,	263 85	
		517 95

No. XIV.

PENNSYLVANIA CLAIMANTS.

Robert Livezey, one of the executors of Thomas Livezey, deceased,	696 18

No. XV.

DEFENCE OF THE STATE.

Elisha Doyle, per act of 19th March, 1816,	10,00

No. XVI.

MISCELLANEOUS.

Sundry printers for publishing the act relative to small notes,	115 00	
Freeman Lewis, information relative to unpatented lands in Fayette county,	63 00	
Wm. Hamilton and Wm. S. Davis, Franklin,	2,567 00	
John Fordyce, Greene,	7 50	
James Black, Lancaster,	102 00	
Jacob Hibsham, do.	36 50	
Adolphus Olmstead, Susquehanna,	6 00	
Thomas M. Pettit, professional services in the cases of Arrison, West surety of Matlack, Matlack and Goodman,	85 77	
Archibald I. Findlay, do. case of A. S. M'Cune,	10 00	
George C. Drake, do. Chahoon's case,	30 00	
James Buchanan, do. Aurand's case,	100 00	
Henry W. Smith, collecting public money,	225 94	
James Todd, do.	17 95	
H. Hepburn, do.	50 00	
F. Rohrer, adm'r. of E. S. Kelly dec'd. do.	27 58	
Wm. F. Boone, do.	20 00	
Ephraim Carpenter, do.	24 38	
P. H. Hawk, informant in the case of the escheated estate of Polly Hartzfield,	110 17	
P. H. Hawk, costs in do.	24 75	
James Sillyman, sheriff do.	15 20	
Henry W. Smith, deputy escheator in do.	31 47	
David Bakely, informant in case of E. Pratt,	63 51	
George Rees, sheriff, costs in do.	48 15	
Thomas M. Pettit, deputy escheator in do.	51 30	
Samuel Wilson, juror in the case of the Harrisburg canal, &c.	2 50	
Joseph Stilwell, do.	2 50	
James Dale, do.	2 87	
John Maclay, do.	2 37	
David Scott, expences as commissioner to examine the waters of the river Delaware, per act of 3d April, 1829,	95 16	
Nathaniel B. Eldred, do.	199 25	
John Ross, do.	60 00	
John Mitchell, expences as Commissioner to examine the works of the Delaware and Hudson Canal Company, per resolution of 6th February, 1830,	42 00	
Thomas Atkinson, publishing the act relative to militia fines,	7 00	
Hugh Hamilton, publishing the times of holding the circuit courts for 1830,	3 00	
Welsh and Miller, do.	11 00	
John S. Weistling, printing and binding a certificate book for the loan per act of 7th Dec. 1829,	5 00	
Do. for do act of 13th March, 1830,	5 00	
James Loudon, binding stock books for the loan per act of 13th March, 1830, for the Treasury office,	61 00	
Solomon Sprigman, do. for Auditor General's Office,	70 00	
David Fullerton, arranging Nicholson's papers, per resolution of 7th April, 1830,	264 00	
John M. Barclay, late commissioner of loans, salary and contingencies,	1,011 24	
W. S. Franklin and F. R. Shunk, furnishing the executive chamber, per resolution of 14th January, 1830,	383 38	
Robert Hodge and Daniel Clarke, compensation for donation land, per act of 2d April, 1830,	500 00	
Isaiah Niblock, late treasurer of Butler county, over payment on account of retailers' licenses,	5 55	

Joseph Andrews, amount refunded him for a tract of land in Crawford county, per act of 20th March, 1811,	84 13	
Daniel Moore, over-payment in the Land Office, refunded him per act of 2d April, 1830,	72 00	
John G. Lowry, treasurer of Centre county, tax on Peter Baynton's land,	41 08	
		6,743 20
		6743 20

REPORT OF THE COMMITTEE ON

INTERNAL IMPROVEMENT AND INLAND NAVIGATION.

The system of internal improvement, begun soon after the present constitution of Pennsylvania, has been constantly developed since by laws enacted at every succeeding session of the legislature, by which the main highways of the state have been turnpiked, excellent bridges erected over the largest rivers, the mountains rendered easy of passage, and generally, such facilities afforded by means of good government, as have multiplied the intercourse, the resources, the population, and the prosperity of the commonwealth, while they have exalted its character, and may be said indeed to be fulfilling its distinguished destiny.

The people, far from complaining, have required large expenditures on these improvements, which every county contends for; it being obvious that their profits far exceed their cost, and that no investment yields so large a return for the capital.

Assuming the average transportation from Philadelphia to Pittsburg at two dollars per hundred weight, that is forty dollars per ton for, say three hundred miles. Assuming the quantity conveyed at thirty thousand tons a year, the sum paid for transportation is one million two hundred thousand dollars, which is a permanent tax paid every year by the consumer. Allowing thirty thousand dollars a mile for canals or rail-roads, and assuming the distance for them at 434 miles, the whole expenditure would be thirteen millions two hundred thousand dollars; the interest on which capital would be $792,000 at six per cent. At this rate the expense of transportation reduced from $40 to $10 per ton, makes a great saving to the consuming people in the conveyance of thirty thousand tons every year. Deduct the annual interest on the thirteen millions two hundred thousand dollars laid out in the supposed improvements, say $792,000, and there remains $408,000, almost half a million actually saved each and every year by expending a capital of thirteen millions of dollars in improving the means of transportation between Philadelphia and Pittsburg. Similar results will be found from any basis for calculation. They are demonstrable to the intelligence of the community, who know that no outlay is so profitable as that which improves the avenues of intercourse; that cultivating a farm is not more certain to increase its income, that not even extinguishing a public debt is such a gain to the people as investing their money in whatever facilitates, augments and diffuses commerce and circulation. This is the only true economy.

Accordingly, enterprise and liberality in such improvements are indicative of the degree of public intelligence. They are the natural offspring of free states, and flourish most where the people are the freest: their spirit is the substitute for that evil genius of warfare and commotion, which marks and degrades all ignorant and unrepresented populations. People who are their own masters bestow their attention and means on the arts of peace and comfort, rather than the works of hostility, extravagance and ostentation. They employ their industry in useful creations, by which the wages of labor are shared by every workman, by which every quarter, every hamlet, every farm is improved, rather than some metropolitan residence of a few privileged to command and be idle. Agriculture and the mechanical pursuits are the greatest gainers by such improvements, which enrich and elevate a community far beyond the power of conquest and of force. The ways of internal improvements are ways of pleasantness, and all their paths are peace.

In our fortunate condition this benign spirit is excited and greatly promoted by the salutary emulation of neighbouring states, all united under one federal government.

Whatever may be the fluctuating policy or the constitutional power of that government as to internal improvements, there can be no doubt of those of the states, whose clear policy it is to exert each one its utmost power in their establishment and continual expansion. That state will be the most prosperous and powerful of the American empire, the most beneficial and important to the union, the most contented and eminent as a sovereign commonwealth, which is foremost in the developement of its natural advantages by artificial amelioration.

The three great central states, New York, Pennsylvania and Ohio, which have most cultivated their territorial advantages, are not only the most populous, the most opulent, and the most thriving of the confederacy, but their relative position, their free, homogeneous and industrious population, their agriculture, manufactures and commerce, are such as to render them eminent in all that distinguishes states and exemplifies good government. Their morals, their jurisprudence, intellectual institutions, and general prosperity, as well as their internal improvements are admired and imitated, not only throughout America, but in Europe. The intelligent of all nations look to them for example and the oppressed choose them for asylums. They represent America in foreign countries.

The policy of Pennsylvania respecting internal improvements has always been judicious and generous. It is a principle as applicable to states as to individuals, that there is no such enjoyment as selfish or isolated prosperity. To be prosperous both states and individuals must share with others whatever advantages they respectively enjoy. Although, therefore, Pennsylvania has for the most part, if not entirely, accomplished her improvements by her own means, without aid from any other quarter, yet her representatives in the councils of the union have always been willing to contribute to the support of other states, particularly the young commonwealths of the west, with whose advancement and prosperity those of this state are intimately connected, upon which it is dependant. The policy of Pennsylvania has been to consider all the states of the union as dependant on each other, and bound together much more by commerce among the several states, than by any force of written constitution.

The breadstuffs and the coal, with other staples of this state, find markets in the eastern states. Its manufactures will be exchanged for the cotton and the sugar of the southern states. It derives a large part of its most important resource from increasing intercourse with the vigorous and growing states of the west. Its capitals are not Philadelphia and Pittsburg alone, convenient and useful as those keys of the east and the west are for storing and distributing wealth; but Erie, Detroit Cincinati, and Louisville, in the west; New Orleans, Savannah and Charleston, in the south; Baltimore, New York and Boston.

The legislature of 1830, is intrusted with the welfare and character of the state under peculiar circumstances and uncommon responsibilities. We are not here to begin, but to pursue a great system—or to abandon it half, more than half accomplished. Already a neighbour state by means of such improvements has grown till it numbers almost as many inhabitants as England, at a period when her ascendancy in Europe was even

greater than it is now. It is for the present legislature of Pennsylvania to determine whether the means which bountiful Providence has placed at their disposal for the equal or greater expansion of this commonwealth, the stewardship of which the people have confided to their care, shall be improved as they may be and ought to be, or neglected and brought to nought. The superior agriculture, the inexhaustible and unrivalled mineral wealth, the extensive manufactures, the commerce, foreign and domestic, of Pennsylvania, need only the means of being carried from their abundant storehouses, to be returned in riches beyond calculation. By good government the vacant lands may be peopled, the farms and towns may be improved with a rapidity unexampled even in the extraordinary progress of American advancement. Ten millions of inhabitants may be contained within the state of Pennsylvania, enjoying all the quickness of industry, which animates a flourishing city, the whole state may be like a busy town, if this consummation be not prevented by errors of those appointed by the people to manage their affairs.

It is the character of a free people to be generally in advance of their law makers. The impulses of all the improvements of Pennsylvania have been first communicated by the people to the legislature, never by the latter to the former. The first turnpike road made in America, thirty six years ago, began not with an act of Assembly, but in primary meetings of the people of Lancaster, Chester and Philadelphia. The great system of canals which for the last five years has occupied public attention; in like manner, originated not with those who make laws but with those who make legislators. At this time likewise the people are earnest and nearly unanimous in their demands for the further development of the power and prosperity of the state.

Retarded and thwarted as it has been by those local prejudices which are inseparable from popular representation, there is nothing however to despair of.—There is not a county represented in the legislature which votes against internal improvements. Petitions for them are continually presented from all quarters.—The only difficulty is in reconciling each to support what may be thought not to be beneficial to that particular quarter. This is a prejudice the blindness of which all scientific political economy and all actual experience combine to demonstate. A stone thrown into the middle of the Susquehanna will not diffuse the circle it makes in the waters till it reaches from shore to shore, more certainly than any judicious localised improvement will spread its influence throughout the community. The early opposition to turnpikes, both in England and this country, was always most violent and intractable in those parts which eventually derived the greatest advantages from them. The interior exclaimed against the turnpikes leading to London and to Philadelphia, that they alone would profit by them. The result never failed to prove that the objecting interior was the greatest gainer. The canals leading to the cities of New York and Philadelphia, have uniformly diminished the value of land near those cities, and enhanced it at a distance. To which consideration it may be added that the accomplishment of any great and leading improvements is always preliminary to extensions of them. A scheme of improvement may be burthened, delayed, perhaps frustrated, by selfish, local attachments of collateral connexions, which, by being withheld for a short time are sure to follow with full effect, when by the attempt to force them prematurely they defeat themselves.

The great advantages of the New York canals, were, first, that nature had designated one great champaign channel for them pervading that state, which precluded local jealousies and concentrated the power of the whole commonwealth on a single object; and secondly, the ruinous expedient of relying on loans was never trusted, but permanent resources were provided fiom the beginning for meeting the accruing interest and gradually extinguishing the principal of the debts incurred.

The great disadvantages of the Pennsylvania system appear to have been chiefly these:

First. Improvidence respecting rail roads. The course of inland transportation in New York is not impeded by mountains, so that canals seemed to afford the obvious channel there. Such at least was the natural impression when their system was devised. But in Pennsylvania forty miles of mountain, impassable by canal, and eighty miles of other ground admirably adapted for rail road, but pronounced wholly unfit for canals, afforded the opportunity to seize and turn to incalculable account the great inland improvement of the age.—If the twelve hundred thousand dollars estimated as the cost of the rail road from the Susquehanna to the Schuylkill had been applied to its construction in the beginning, not only would large sums have been saved, but, in the language of the report of the canal commissioners, a trade which now keeps eight hundred waggons in steady employ would have been so much increased by transportation eighty miles in one day instead of three, and of fifty tons instead of half a ton at a load, that the business on the road between Columbia and Philadelphia would astonish the most sanguine. It is not unreasonable to affirm that a clear revenue of one hundred thousand dollars a year from that road would now form part of the permanent income of the state, increasing every year,

The greatest mistake on our part has not been perhaps in undertaking too much at once, nor is it that alone which has obliged us from year to year, since the commencement of the public works, to borrow and expend large sums of money, and to incur the payment of a heavy interest, without obtaining from them an adequate return. A greater mistake consisted in blindly following under different circumstances, the course of a neighboring state, which we might have ardently outstripped by adapting ascertained improvements to the configuration of our own state.

It is a fortunate and consolatory circumstance that two years, and no very great expenditure, will enable Pennsylvania to repair this error.

Secondly. The improvidence of successive legislatures—shrinking from the obvious duty of raising the means to pay, at least, the interest on the sums borrowed from year to year. This is now the most formidable disadvantage remaining to be contended with. Loans to pay loans, never fail to ruin the individuals who try them in their distresses. None but the desperate and infatuated ever resort to them: and they, well aware that all calculation is against them, but gambling on the mere chances of possible change for the better. Yet such has been the legislation of this rich and flourishing commonwealth. The debt has been thus increased, till it has become an object of legislative dismay. Procrastinating legislation has continually aggravated both the debt and the dread of it; for the longer the honest and the only means of providing for it are deferred, the greater is the apprehension as well as the dilemma.

In this respect, also, there is no real difficulty. If the firmness of the legislature will but take a lesson from the spirit of the people, it will be found to have no existence, but in unfounded apprehension.

Doubtless the people are dissatisfied, perhaps discouraged, by the unpropitious results of five years of injudicious legislation, and misapplied as well as wasteful expenditure. But their attachment to the system, is as certain as their attachment to their own interests.

This committee will respectfully submit a bill, which requires the loan of something short of two millions and a half of dollars, including near half a million of last years deficit; leaving to the next legislature to add about as much more to complete a system of internal improvement, more comprehensive and productive than any community has ever yet enjoyed. Supposing it altogether to cost fifteen millions of dollars, can it be

that such a sum will cause one moment's hesitation or alarm? That sum would bind each inhabitant of Pennsylvania to pay about half a dollar a year. The people of England pay twenty-four times that amount. The people of Flanders, France and other countries from ten to fifteen times as much. Their taxes are interminable. They are laid on them, not by them. The annual interest on the utmost that the debt of Pennsylvania can amount to, it has already been shown, will be much less than is now paid every year by the people in the expenses of carrying food, raiment and fuel to their own doors. It would hardly equal what is now actually lost by the present vicious mode of collecting such taxes as are assessed, which have been reckoned at four millions of dollars a year. It would scarcely exceed the poor taxes collected throughout the state. It will be less than this state's proportion of the expense to maintain the army and the navy—the war charges of the Union. In short, though the debt may be matter of reproach, it ought not to be matter of dread. During the late war the people paid onerous taxes with the utmost readiness. The cost and loss on their collection were less in this than in any other country. There can be no doubt that taxes now to an adequate and reasonable extent, will be cheerfully paid. The difficulty will not be found in taxing; but in the mode of taxing. Just and equal taxes, will not be complained of. The honest principle of taxation is to tax ourselves, not our neighbor or posterity. Taxes imposed on this principle and for great objects will always be supported by an intelligent people. They know that the taxes now in question must be temporary, as it cannot be but that in a few years the rail roads and canals will yield the means of extinguishing whatever debts they may occasion.

It is gratifying to reflect that of the large sums applied to these purposes, little, if any, has been lost by malversation or fraud, as it appears by the late report of the canal commissioners that of the ten millions two hundred and eighty-eight thousand three hundred and nine dollars and 59 hundredths, which is the whole amount of moneys appropriated and placed at their disposal up to the 10th day of December last, nearly all has been faithfully accounted for.

A digested review of the acts of assembly concerning canals and rail roads may be useful as introductory to the bill the committee will respectfully submit to the House.

The act of April, 1825, with which the system began, premises that the establishment of a communication between the eastern and western waters of the state, and the lakes, by means of navigable streams and canals, would advance our agriculture, commerce and manufactures, unite in a common interest the great natural divisions of the state, and in the end be an important source of revenue to the commonwealth; that the best interests of the state require that this great and important improvement should be the property of the commonwealth; and that the commonwealth ought to embark in it with the zeal and energy best calculated to carry it into effect. It therefore empowered the governor to appoint five commissioners to consider and adopt proper and requisite measures preparatory to the establishment of a navigable communication between the eastern and the western waters of the state and lake Erie.

The routes directed to be examined were one from Philadelphia, through Chester and Lancaster counties, and thence by the West Branch of the Suquehanna and the waters thereof to the Allegheny and Pittsburg, also from the Allegheny to lake Erie; one other from Philadelphia city, by the Juniata, to Pittsburg, and thence to lake Erie; one other from Philadelphia to the northern boundary of the state, towards the Seneca and Cayuga lake; one other through Cumberland and Franklin counties, to the Potomac river; and one by the Conococheague or Monocossey and Conewago to the Susquehanna. The commissioners were also to examine the best route through Bedford county to connect the route of the proposed Chesapeake and Ohio canal with the Juniata route.

By the act of February, 1826, the commissioners were empowered to locate and contract for making a canal from the Swatara, at or near Middletown, to or near a point on the east side of the river Susquehanna, opposite to the mouth of the river Juniata; and from Pittsburg to the mouth of the Kiskiminitas.

This, by the title of the act, is denominated the Pennsylvania canal. By the same act, the commissioners were directed to construct a navigable feeder of a canal, from French creek to the summit level of Conneaut lake, and to survey and locate the route of a canal from thence to lake Erie.

By the act of April, 1826, the Governor was authorised to appoint four additional canal commissioners, so that the board should consist of nine, instead of five.

By the act of April, 1827, the commissioners were required to locate and contract for making a canal up the valley of the Juniata, from the eastern section of the Pennsylvania canal to a point at or near Lewistown, also a canal up the vallies of the Kiskiminetas and Conemaugh, from the eastern section of the Pennsylvania canal to a point at or near Blairsville; also a canal up the valley of the Susquehanna, from the eastern section of the Pennsylvania canal to a point at or near the town of Northumberland, to be selected with due regard to the trade of both branches of the river; also such surveys from Frankstown, on the Juniata, to Johnstown, on the Conemaugh, across the Allegheny mountain, as might enable them to determine in what manner and by what kind of works, whether by a smooth and permanent road of easy graduation, or by a rail road with locomotive or stationary engines, or otherwise, the portage or space between the said two points may be passed so as to ensure the greatest public advantage. The board was also to cause further examinations, surveys and levels to ascertain the practicability and cost of an entire navigable communication between the West Branch of the Susquehanna and the Allegheny river, also on the route from Northumberland up the North Branch of the Susquehanna, to the state line; from the western section of the Pennsylvania canal near the mouth of the Kiskiminetas to a point on lake Erie, by the Allegheny river and French creek, at or near the borough of Erie; and from the city of Pitsburg to the said point on lake Erie, by the route of Beaver and Shenango; also an examination, survey and estimate of the route for canal, and also for a rail way, with locomotive or stationary engines, from Philadelphia, through Chester and Lancaster counties, so as to connect by the nearest and most practicable route with the eastern section of the Pennsylvania canal; also surveys, examinations and estimates down the Brandywine river to a point north of the Delaware state line, thence across the dividing ridge between that river and Chester creek, thence down the same to the river Delaware, and if it should be ascertained that the waters of the Brandywine cannot be diverted from their natural channel, then to make all the necessary examinations for a portage or rail way across the said ridge; also an examination to ascertain the practicability and cost of forming a connexion of the North Branch of the Susquehanna and the Lehigh rivers, by means of a canal or rail way; also surveys and estimates from the termination of the Pennsylvania canal at the mouth of the Swatara down the east and west sides of the Susquehanna to the Maryland line; and to make report to the next legislature of the expense and practicability of extending the Pennsylvania canal to the intersection of the Maryland line and the said river. The commissioners were also required to commence operations on the feeder from French creek to the summit level at Conneaut lake, and to contract for so much as may be adapted to either of the routes for connecting the Pennsylvania canal with lake Erie. They were also to cause an examination from the mouth of French

creek by way of Waterford, to the bay of Presque Isle and from Conneaut lake to lake Erie; also examinations along the valley of the Delaware from Philadelphia, or from Bristol, or any intermediate point between Bristol and the head of tide water to Carpenter's point, to effect a navigable canal communication; also surveys and estimates through the vallies of the Conodogwinet, Yellow Breeches and Conococheague creeks, for the connexion of the rivers Susquehanna and Potomac by a canal; also from the west end of the Harrisburg bridge to Chambersburg, and from the west end of the Columbia bridge, through York and Gettysburg, to Chambersburg; also the proposed route of canal between the Schuylkill and Delaware, commencing near the arsenal and terminating near the navy yard.

By the act of March, 1828, the commissioners were required to locate and contract for making canals from the commencement of the Pennsylvania canal at or near the mouth of the Swatara to Columbia; also from Lewistown to the highest point expedient and practicable for a canal on the Juniata; also from a point at or near Northumberland to the Bald Eagle, on th West Branch; also from Northumberland to the New York state line, on the North Branch; also from a point at or near Taylor's ferry to Easton, and from Blairsville to the highest point expedient and practicable for a canal on the Conemaugh. The commissioners are by this act required to locate a road on the Allegheny mountain, to connect the Juniata and Conemaugh sections of the Pennsylvania canal; and to locate a rail road from Philadelphia, through Lancaster to Columbia, and thence to the west end of the borough of York. They are likewise directed to examine the valley of the Monongahela from Pittsburg to the Virginia state line; and from Columbia to the mouth of the Conestoga river for canal or slack water navigation; also from Huntingdon, through Woodcock valley and Bedford, by the head waters of the Allegheny to Johnstown, to connect those streams either by canal or rail road also from Lewistown by the Kishacoquillas creek and through the valley of that name to the town of Huntingdon, in order to ascertain the best ground for the Pennsylvania canal; also from some point on the Schuylkill canal to a point on the Susquehanna, between Catawissa and Sunbury, with a view of connecting the points by a rail road; also to examine from the west end of the borough of York, through Gettysburg, to Chambersburg, and from a point at or near the west end of the Harrisburg bridge, through or near Carlisle, to Chambersburg, for a rail road; likewise to examine and report upon the practicability and cost of improving the navigation of the Allegheny for steam boats.

By the act of April, 1829, the power of the Governor to appoint commissioners was revoked, and the nine commissioners appointed by the legislature. By this act, the commissioners were required to appoint one person to be styled the engineer in chief of the commonwealth and superintendent of surveys: an appointment that was never made.

By another act of April, 1829, the commissioners were directed to complete, within the year, so much of the contracts then made upon the different lines of canal and railway as was practicable; also to contract for the execution of those sections on the Delaware division of the Pennsylvania canal between Bristol and Easton, and those sections on the North Branch division between Northumberland and Nanticoke falls, as were not then commenced; and after the 15th of October, 1829, to enter into such other contracts for the extension of line of canals and rail ways then authorised by law as the commissioners should deem most conducive to the interest of the state; provided the amount of contracts should not exceed the amount of money appropriated by that act not necessary to satisfy the amount of work done during that year, on contracts then made. They were also, by the same act, to locate the route of a suitable navigation, either by canal, or by canal and slack water, between the city of Pittsburg or the mouth of the Kiskiminetas and the borough of Erie, within that year; likewise to improve the navigation of the Monongahela from Pittsburg to the Virginia line, as the legislature should thereafter direct.

By the act of March, 1830, the different routes for crossing the Allegheny mountain by a portage, were directed to be examined, and a report to be made of the route preferred. By the same act, also, a survey was directed to be made for a canal, from the nearest and best point on the West Branch canal to the Susquehanna, at or near Lewisburg, in Union county; and from the nearest and best point on the canal, at or near Harrisburg, to the Susquehanna.

It has been seen, that at the outset the legislature empowered the Governor to appoint five canal commissioners, whose number was by a subsequent act increased to nine, still appointed by the Governor. By the act of April, 1829, the legislature took to itself the appointment of the commissioners. Finally, by the act of April, 1830, their number was reduced from nine to three, and the Governor was again authorised to appoint them. By the same act, three appraisers of damages were provided for, whose appointment is also conferred on the executive.

The first report of the first commissioners, dated in February, 1825, recommended a leading, uninterrupted canal, to be made and owned by the commonwealth, the whole length of the state, from Pittsburg to Philadelphia, divided into four sections, as follows:

1. From Philadelphia to the Susquehanna, a few miles above Harrisburg.
2. From the east bank of the Susquehannah to the upper fork of the Frankstown branch of the Juniata, near Hollidaysburg, in Huntingdon county.
3. From the forks of the Juniata over the Allegheny mountain to the forks of the little Conemaugh river, in Cambria county.
4. Thence to Pittsburg.

The rail-road from Philadelphia to Columbia has since been substituted for most of the first section; and a rail-road over the mountain for a tunnel, by which it was proposed to perforate it.

The plan submitted was to complete the second section first, the fourth section second, the third or mountain section third, and the first or eastern section last. The estimate for the Juniata section was not quite one million of dollars. The estimate of the mountain section was rather more than a million of dollars. The estimate of the western section was about seven hundred and fifty thousand dollars. The estimate of the whole, exclusive of the eastern section, was two millions seven hundred and ninety-seven thousand six hundred and twenty-three dollars if made with wooden locks, or five millions of dollars if executed in the expensive European style. The work was supposed to enjoy the advantages over that of New York, of greater convenience of materials, lower interest of money, lower wages, cheaper provisions, more experienced workmen, and better climate.

The late comprehensive report of the present commissioners has informed the house of the present condition of the various canals and rail-ways that have been finally adopted from the many more projected by the several legislative acts brought into review, most of which proved impracticable, not a few were abandoned, and some have been accomplished.

This report presents the rail-way from the Schuylkill to the Susquehanna, the canal from the termination of that rail-way to the mouth of the Juniata, the slack-water navigation on that stream, and the rail-way over the mountain, as the main line of communication, the great primary object originally designed to connect the eastern and western waters of the state and the lakes, and it recommends various other improvements as useful extensions of the main design.

The committee, adopting these views, accordingly report a bill for completing that portion of the Penn-

sylvania canal, which the commissioners state may be finished by the first of September next, if authorized by the 1st of March; for which the sum of one hundred and sixteen thousand one hundred and seventy dollars is appropriated, according to the estimate of the commissioners. The bill appropriates six hundred thousand dollars, being about one half of the commissioners' estimate for completing the rail-way from Philadelphia to Columbia; that being as much as it is supposed will be requisite for the work of one of the two years deemed necessary to finish that improvement. The commissioners are directed to complete, in the first place, the first twenty miles, extending from Philadelphia westwardly. Seven hundred thousand dollars more are appropriated to the slack-water navigation of the Juniata division and rail-way over the mountain, being in like manner one half the estimated cost of those improvements, and as much as can be well laid out in the first of the two years required for their completion. About six hundred thousand dollars more are appropriated, in various items to several extensions of the general system of internal improvements, some of which have from the first been objects of legislative attention, and are recommended in the last report of the canal commissioners. Each item is specifically appropriated to the particular object to which it is to be applied, so as to prevent all diversion of the funds. The whole sum thus appropriated amounts to two millions and twenty thousand dollars, fourteen hundred thousand dollars to the main design, and six hundred thousand to the extensions. To this is to be added the last year's deficit of four hundred and fifty-eight thousand four hundred and two dollars and seventy-nine cents; so that the whole sum to be raised by loan is nearly two and a half millions of dollars. This will leave about one million three hundred thousand dollars to be raised next year, for the completion of the main line pervading the state.

By the first act on the subject, that of April 1825, the commissioners were directed to enquire into the proper means for the establishment of a canal fund, to ascertain the terms on which loans could be obtained, and to devise means for paying the interest on them, and for the final liquidation of the principal.

By the act of February, 1826, a fund was established denominated the internal improvement fund, of which the Secretary of the Commonwealth, the Auditor General and State Treasurer are made commissioners, to receive and manage the moneys pertaining to that fund, and recommend from time to time to the legislature such measures as that board of commissioners deem advisable for the improvement of the fund, and to make report of the state of it on the first week in February every year. These commissioners are authorised to receive for the use of the fund all such appropriations, grants and donations as should be made thereto, and to hold and apply them as directed by the act.

During the year 1826 they were to be paid by the State Treasurer out of the auction duties the amount of the interest on the loans authorised during that year for the construction of the Pennsylvania canal, and thirty thousand dollars annually thereafter, out of the auction duties; together with the dividends accruing to the state on the road, canal and bridge stock belonging to it, and the tolls on any part of the canal; also the nett proceeds of all escheats.

The loans authorized by subsequent acts have been directed to be paid to, and to vest in these commissioners of the internal improvement fund, and out of them stocks have been created bearing interest at five per cent, not reimbursable for many years; for the reimbursement of the principal, and payment of the interest of which loans the appropriations to the internal improvement fund are pledged.

This has proved a most inadequate and delusive pledge. For the payment of the interest and reimbursement of the principal of these debts, there is no other pledge or security than the credit and faith of this commonwealth. For the creditor no better pledge can be desired; for while ever the faith of the state is unquestionable, and its great means in fact, as they are, no public creditor can enjoy better security than the creditors of Pennsylvania. No political change or embarrassment can accrue to affect this security. It is infinitely preferable to that on which English creditors have trusted their government with a million of millions. It is certainly as good as that of the United States of America. But it is due to the debtor of these loans, the state, that those who manage its affairs, should provide the materials as well as the machinery of reimbursement in a real internal improvement fund and a sinking fund, and thus secure the state from the extravagant, if not ruinous improvidence of continually accumulating debts without any permanent resource for paying their annual interest and for their extinguishment.

Having understood that the bills for internal improvement have heretofore been reported at a period of the session so late as to make it matter of complaint by the legislature and the people, of inconvenience to the operations, and of danger to the bills themselves, the committee have lost no time in bringing forward the bill herewith respectfully submitted.

The canal commissioners report that it will be important to whatever works may be undertaken, that they should be authorised to be begun by the first of March; by which time therefore, it is hoped the bill may be finally acted on.

It is submitted to the wisdom, candour, and patriotism of the representatives of the people, aware that conciliation and concession are indispensable.

The committee on inland navigation and internal improvement, composed of unusual numbers and on peculiar principles, can have no other interest in this vital subject, than is common to every other member, no other object than to conform, with all, to the public will, and endeavour to fulfil the general expectation.

The destinies of this state, second to none in the union, are in the hands of the legislature. The people have expressed their will. The executive has done his duty. It is for the legislature to determine whether Pennsylvania shall become a powerful commonwealth, populous, opulent, industrious and prosperous, or retrograde, and sink into impoverishment and insignificance; whether her destiny shall be accomplished by wise legislation, or marred by the want of it. All that is necessary is to bring forward the unequalled resources which the state possess; to afford markets to her exhuberance; to connect the east with the west, and the north with the south, and to give her agricultural, mineral, and manufactured creations conveyances to the marts of commerce. By contributing to this consummation the legislature will perform its high trust and answer the expectation of the people; and Pennsylvania will be more than ever the example and stay of an empire of emulous, progressive and unexampled republics.

Weather:—Rain and snow water that fell during the year 1830, by a tain guage kept in the neighbourhood of Lancaster.

	Inches.		*Inches.*
January,	1.31	August,	2.53
February,	1.57	September,	3.71
March,	5.52	October,	3.71
April,	3.34	November,	6.83
May,	5.01	December,	4.45
June,	4.84		
July,	2.90	Total,	45.72

At a public sale of ground lots in the village of Loganville, recently, twelve lots of 60 feet front, and 257 feet back, sold for $857. Some of the corner lots went as high as $104; and, since the sale, part of them have been resold at one hundred per cent profit.—*York Rep.*

STATEMENT OF SUNDRY BANKS IN THE STATE OF PENNSYLVANIA,

IN NOVEMBER, 1830, COMPILED FROM THE REPORT TO THE LEGISLATURE ON THE FIFTH OF JANUARY, 1831, BY THE AUDITOR GENERAL.

BANKS.	Capital.	Notes in circulation.	Due other Banks.	Deposits and dividends unpaid.	Due Commonwealth for tax, &c.	Contingent surpluss fund or profit & loss or suspense & discount.	Bills discounted and receivable.	Bonds, judgments, mortgages, and collateral securities.	Stocks & loans securities and bills of exchange.	Specie.	Notes of other Banks, or due by them.	Real and personal estate.	Suspense account and expenses.	Dividends.
Bank of Pennsylvania,	2,500,000 00	1323856 83	553220 57	1247591 48	119097 08	294507 02	3,048,569 82	——	1092519 95	622034 93	981810 66	276606 28	16731 34	—
North America,	1,000,000 00	234547 90	91659 15	473020 73	2000 00	92191 49	1,174,172 06	127477 70	56435 95	171490 55	79922 89	278253 95	5666 17	5
Philadelphia,	1,800,000 00	341384 00	268727 00	512866 00	23219 00	242892 00	1,903,381 00	131998 00	509792 00	218468 00	354982 00	62136 00	8331 00	5
Farmers' & Mechanics,	1,250,000 00	396375 00	392594 25	812260 91	2696 79	91147 32	1,801,906 43	37710 60	233904 50	254252 64	518749 59	98550 51	——	—
Commercial,	1,000,000 00	254301 00	203609 87	545498 61	1920 00	75893 74	1,316,976 62	7000 00	250000 00	179230 49	279144 43	39166 25	9605 43	6
Mechanics,	529,310 00	266026 00	219099 23	357565 71	1115 42	40536 49	806,608 60	10750 50	125546 50	135025 99	288548 41	40885 50	6287 75	7
Schuylkill,	500,000 00	379723 00	173707 34	433213 97	1400 00	75807 50	1,017,881 98	——	35000 00	151862 70	309197 53	49909 60	——	7
Northern Liberties,	200,000 00	316077 00	66928 58	483515 71	3200 00	85772 83	683,571 98	12727 80	16000 00	125568 26	317626 08	——	——	—
Southwark,	249,630 00	181785 00	48602 47	293144 62	2000 00	16230 56	628,449 81	——	——	103324 52	59618 32	——	——	10
Kensington,	124,990 00	159630 00	29707 91	127701 57	999 92	33066 59	386,942 27	——	——	38673 21	46980 51	3500 00	——	—
Penn Township,	150,000 00	209065 00	31301 99	157217 83	900 00	4000 00	395,560 70	——	7500 00	75795 12	55228 31	18400 69	——	7½
	9,303,930 00	4062670 73	2079158 36	5443597 14	158548 21	1052045 54	13,164,021 27	327664 60	2326698 90	2075726 41	3291808 73	867408 78	46621 69	
Germantown,	129,500 00	63766 00	151 81	110371 29	673 40	22493 62	265,781 61	9538 77	1060 00	23309 30	16510 44	10510 00	256 00	6½
Harrisburg,	158,525 00	500693 46	20693 98	212853 68	1014 56	40171 35	496,132 04	16588 68	52260 00	166033 07	162156 95	40781 29	——	8
Pittsburg,	346,155 50	277751 00	10612 79	229349 81	2211 00	69890 29	685,063 85	4082 04	90496 98	42928 76	105433 33	7965 43	——	8
Farmers' B'k, Lancaster	400,000 00	235046 00	14724 94	122236 46	1483 40	618 13	491,842 04	2766 50	65110 25	43192 74	132072 92	39035 96	88 52	5
Lancaster Bank,	134,235 00	179425 00	27652 04	41401 43	421 38	24615 34	177,592 34	32310 00	53615 00	28970 70	105262 15	——	——	*
Columbia Bridge,	395,000 00	165256 80	859 50	58078 09	904 92	1766 82	141,298 83	23681 27	25338 57	46047 37	130656 43	†254843 64	——	11
Farmers' B'k, Reading	300,350 00	271826 00	——	169844 00	1011 44	8691 37	435,936 79	37490 06	82566 00	75083 99	102673 02	17972 95	——	13
Chester County Bank,	90,000 00	215809 32	2897 51	204192 01	2520 00	48945 44	278,927 06	39191 80	138000 00	58909 09	48616 33	720 00	——	8
Delaware County,	77,510 00	106024 00	154 22	68257 12	——	20558 44	54,890 14	111693 18	13523 37	45040 49	26208 55	20542 90	605 15	8
Montgomery County,	133,340 00	146985 50	1019 08	138895 43	640 03	13753 80	134,739 92	107442 01	66089 05	49122 25	57405 21	19624 65	210 75	6
Easton,	200,820 00	364798 40	6847 24	210325 07	1606 56	84275 81	598,093 30	46847 28	69250 00	42706 14	111776 36	——	——	10
Northampton,	123,365 00	238539 00	——	47055 01	525 17	5621 21	120,701 80	182019 17	20997 66	40385 04	30884 21	20000 00	117 51	14
York,	168,720 00	124840 00	374 41	167699 08	1079 81	8398 37	243,074 92	15346 31	80340 00	98758 78	34091 66	——	——	8
Carlisle,	173,732 00	126129 00	10605 26	64431 04	967 61	7676 45	273,201 58	2000 00	3585 00	19740 15	63690 09	21324 54	——	7
Chambersburg,	247,228 33	214147 00	21681 40	47750 07	——	——	254,822 50	79830 35	37537 49	41365 47	21332 16	94930 04	988 79	—
Gettysburg,	125,318 00	106630 00	2279 84	31658 71	501 27	——	124,559 56	52949 01	722 05	30215 84	24255 34	30963 05	2781 97	5
Monon. B'k, Brownsville	102,123 00	116433 69	414 77	65504 93	571 88	10789 54	158,593 14	40328 43	795 00	21516 79	51466 60	23137 85	——	7
Farmers' B'k of Bucks,	60,000 00	76228 00	2232 58	30454 44	103 06	1149 09	101,686 99	6062 50	17055 00	12485 46	24787 89	8061 17	28 16	3
Miners' B'k, Pottsville,	95,000 00	181560 00	13164 24	26473 70	512 00	3801 60	158,167 20	96728 00	——	21808 30	28513 54	12000 00	3294 50	—
Erie,	20,020 00	48680 00	——	10211 30	——	34 46	31,164 08	1119 32	1001 00	13371 21	32390 15	——	——	5
Wyoming B'k, Wilkes.	30,690 00	47325 00	404 00	54959 42	——	2763 63	82,020 08	——	——	16666 49	33858 00	2000 00	1597 48	—
Total, 21 Country B'ks,	3,511,631 83	3807943 17	136769 61	2112002 09	16747 49	376514 76	5,308,289 77	908014 68	819342 42	937657 43	1344041 35	624413 47	9968 83	
11 City Banks,	9,303,930 00	4062670 73	2079158 36	5443597 14	158548 21	1052045 54	13,164,021 27	327664 60	2326698 90	2075726 41	3291808 73	867408 78	46621 69	
Grand totals,	12,815,561 83	7870613 90	2215927 97	7555599 23	175295 70	1428560 30	18,472,311 04	1235679 28	3146041 32	3013383 84	4635850 08	1491822 25	56590 52	

* Sixty-eight cents per share.

† Including cost of the Bridge.

LEHIGH COAL AND NAVIGATION COMPANY.

Report of the Board of Managers.

The Managers of the Lehigh Coal and Navigation Company again respectfully offer to the Stockholders their Annual Report and Statement of the concerns committed to their charge.

They have the pleasure to announce to the Stockholders, that the whole line of Canal and the works connected with it, from Mauch Chunk to Easton, are in good order and fit for immediate operations in the Spring. Only a single breach of any importance has occurred during the past season, and from the substantial manner in which the work has been finished, the Managers hope that similar occurrences will be rare.

The tolls of the present year amount to $45,360.50, of which $2,775.50 has been received on other articles than our coal.

We have brought to market the present year 43,000 tons of Coal, of which 19,238 tons have been exported from Philadelphia, 7,615 tons have been sold to customers on the Lehigh and Delaware, and 12,500 tons in Philadelphia and its vicinity. The total quantity falls considerably short of what was anticipated by the Managers in their last Report, and is to be accounted for in part by the very low state of water in the channels of the Delaware during the latter part of the Summer, and by the necessity that existed (as mentioned in our last Report) of completing the Dam and outlet Lock at Easton for the purpose of connecting our works with the Delaware Canal. This occasioned a suspension of Coal business for ten weeks, during the season of low water. Advantage was taken of this circumstance however, to complete some improvements in the Locks in the neighbourhood of Mauch Chunk, which, although perhaps not immediately necessary, yet if not done, would have occasioned a similar interruption at no very distant and more inconvenient time. Advantage was also taken of the same period by removing obstructions from, and deepening the pool immediately above Mauch Chunk and by raising the Dam at that place.

The Managers have to regret that they were disappointed in the aid they expected to receive in their transportation during the latter part of the season by the Morris and Delaware Canals, and notwithstanding the great exertions used to complete them, they still remain not quite finished, but so far done as to leave no reasonable doubt that we shall have the use of them during the greater part of the ensuing season: the consequence has been that we have derived no benefit from our own canal, notwithstanding we have been subject to the payment of interest on its cost, being obliged to make use of arks adapted to the Delaware channels, which cost about as much to take them through the Canal as would have navigated them down the old channels of the Lehigh.

The whole interest now paid on the cost of the Canal has been borne by the small amount of business done, which being but a trifling proportion of what is reasonably contemplated affords a pleasing anticipation of prospects shortly to be realized.

In the Acting Manager's Report it will be seen, that the cost of Coal this season has been considerably decreased, and it will be found that the cost will continue to decrease, as the quantity brought to market increases, since many of the expenses will be the same in a large or small business.

After due enquiry on the subject, the Managers take this opportunity of saying that they sincerely believe, that our coal has been brought to market under all its present disadvantages, as cheap, or cheaper, than from any other quarter, while at the same time they have ample proof of its being preferred wherever the most extensive purposes for its use exist, even at an advanced price.

It is with great pleasure that we are apprized of the actual commencemeut of the Delaware and Raritan Canal and Rail Road, and of the Camden and Amboy Rail Road, these routes of communication when finished, will open a new and extensive market for our Coal, and in connection with the Morris Canal, will afford ample means of reaching the tide waters of New York on the best terms.

Since our last Report a discovery has been made of immense masses of coal on the north side of the Mauch Chunk Mountain, near Room Run, at a distance of about 4 miles from the Lehigh, and after strict examination as to the quantity and quality of Coal contained in these mines, they have been thought so highly important to the immediate and future interests of the company, that the managers have felt justified in directing the Acting Manager to connect them with the Mauch Chunk Pool, by extending a Rail Road between those points, and thus saving four miles of our transportation: this Rail Road will accommodate the increase of our business and it is believed by the Managers that its whole cost will be saved by the business of the present year taking into consideration the additions which would have been required to the old Rail Road to get down 100,000 tons, and the saving in the transportation from the new mines. By continuing to work the old mines to a sufficient extent to keep things in order there, we shall always be prepared to meet a sudden demand to any extent, by employing a number of common laborers, which could not be done if we depended altogether on mining at the new beds.

The Managers think it not in appropriate on the present occasion to bring to the view of the Stockholders, some remarks recently published by Professor Silliman in the American Journal of Science and Arts, (Vol. 19th,) touching the quality and quantity of the coal at Room Run, just spoken of. The scientific character of the Professor, and the disinterested manner in which he has thus publicly stated his views, render them worthy of particular notice "The Beds," he says, "are of the respective thicknesses of fifty, fifteen, fifteen, twelve and twenty eight feet, making, collectively, one hundred and twen-ty feet of solid Coal: of the five other beds, two are stated to afford Coal one fifteen feet, and another thirty-nine feet; it is thus ascertained that one hundred and seventy-four feet of Coal have been added to the resources of the Company; and when the remaining beds shall be perforated, there can be no doubt that the entire thickness will exceed two hundred feet, which is almost three times that of the great mine at Mauch Chunk. This Coal appears to be of the first quality, and some of it in the high lustre and perfection of its fracture, exceeds any thing I have elsewhere seen." He then proceeds to say—"If there could be any doubt before as to the sufficiency of the company's resources, (which certainly could never have been the fact upon any rational view) there cannot now be any hesitation in saying that their mines are entirely inexhaustible." He then adds in a note, that "since this was written, a letter has been received from Mr. White, in which it is stated that eight beds have been discovered since our visit—these are of nineteen, ten, five, twenty, eleven, six, five and five feet, and the aggregate now ascertained in this valley, is two hundred and forty feet, being more than four times the thickness of the great mine at Mauch Chunk."

Orders have been given to the Acting Manager, and arrangements are making to bring to market 100,000 tons of Coal for the present year.

In the fulfilment of a favorite plan intended to be carried into effect whenever the completion of the Lehigh and Delaware Canals should open an uninterrupted communication between Mauch Chunk and tidewater, the Managers intend to offer for sale lots of ground in the valley of the Nesquihoning, on the north side of the mountain opposite the newly discovered mines; and also on the Kettle tract, east of the Lehigh, both of which situations offer advantageous scites for town plots. It is their further intention to dispose of all

their buildings and lots in the town of Mauch Chunk, except such as are necessary for the Company's purposes in the prosecution of an extensive Coal business. It is not doubted that intelligent and enterprising individuals, will at once appreciate the future advantages to be derived by a location on the scites above mentioned. The lots in Nesquihoning furnish residences for the miners, very convenient to their work. The town can be supplied with abundance of good water from Room Run, and with a water of sufficient magnitude for local purposes from the Nesquihoning.

The town of Mauch Chunk situated at the head of the Canal Navigation, and in the midst of an immense Coal business, supplied with a large water power from the Lehigh, with ample landings for stores, and plenty of excellent water for domestic purposes, affords every thing that is necessary for an extensive manufacturing and commercial settlement. Both of these town plots are within thirty two miles of the Susquehanna, by the Berwick Turnpike.

In the recent minute and able report of the Canal Commissioners to the Legislature, they state the Lehigh canal "to be of the most substantial character and to do high credit to the enterprize of the Company at whose expence it was constructed; and to the science and economy of the engineers and officers who had charge of the work." They also state that the Delaware division may be fairly considered an extension of it, and that the latter must derive its principle income from the transportatioh which must pass down the Lehigh Canal."

The managers still entertain a settled belief that the great water communication north of the Blue Mountain, and between the Delaware and Susquehanna, will eventually be by the Nescopeck and the Lehigh, and that the rapidly increasing products of the Susquehanna and its tributary streams will, to a great extent, be poured through this channel into the Philadelphia and New York Markets, on terms which will defy competition: and that public conviction will eventually bear the managers out in this conclusion, it being well known that the capacity of the Lehigh at the proper summit, is at all times fully competent to feed a canal for purposes of navigation both ways:It is believed too that a practicable and advantageous route for a turnpike road is afforded from the east side of Mauch Chunk to the Susquehanna at Wilkesbarre a distance of about 38 miles.

It is the intention of the Managers at an early period to open to purchasers their many important water powers on the line of the canal, particularly those at South Easton, where they have the whole power of the Lehigh under a head of 23 feet—for this purpose they await only the certainty and permanency of the navigation below them.

The time, we think, is fast approaching, when anthracite coal will be generally used in Steam Boats, it being already advantageously consumed by Steam Engines, for manufacturing purposes—when this period arrives, and its general introduction for culinary uses takes place, the amount by these modes of consumption must be greatly increased for the supply of which, we may reasonably anticipate, our coal will form a considerable proportion.

In the transactions of the Natural History Society of Northumberland, Durham, and Newcastle, it is stated that the quntity of iron annually manufactured in Wales is about 270,000 tons, of which about three-fourths is made into bars, and one-fourth sold as pigs and castings. The quantity of coal required for its manufacture, including that used by workmen, &c. will be about five and a half tons for each ton of iron; the annual consumption of coals by the iron works will, therefore, be about 1,500,000 tons. The quantity used in the melting of copper ore imported from Cornwall, in the manufacture of tin plate, forging of iron for various purposes, and for domestic uses, may be calculated at 350,000 tons; which make altogether the annual consumption of coal in Wales 1,850,000 tons. The annual quantity of iron manufactured in Great Britain is 690,000 tons.

According to an official statement, published in 1828, the Eastern section of the Morris Canal passes by the towns of Newark, Bloomfield, Patterson and Dover where there are large manufacturing Establishments, which are daily increasing in extent. There are also fifty four iron furnaces and forges, already in operation —besides which there are thirty nine forges and furnaces in the neighborhood which have ceased to operate for want of fuel; these will undoubtedly be revived, when they can be supplied with Lehigh coal.

That these prospects are not merely ideal, the managers have the satisfaction of informing the stockholders, that they have agreed upon the terms of a contract for the sale of fifty thousand tons of coal, to be delivered at Mauch Chunk, and to pass by the route of the Morris Canal.

Thus a new and extensive source of trade will shortly be opened in a region of country, which excludes competition, and presents advantages too apparent for detail.

In reviewing the present state of our corporate concerns we feel justified in expressing our belief that a period is rapidly approaching when the vast importance of the Lehigh Navigation as an unfailing and competent means of communication between the Susquehanna and Delaware will be fully appreciated. That it will contribute largely to the revenue of the state in tolls to the Delaware Canal, and that it will eventually repay in dividends the patriotic exertions and patient waiting of its Stockholders.

And although many vexatious delays have heretofore occurred, the managers look with confidence to an approaching and early period, when their just expectations shall be crowned with full success.

Much interesting matter will be found in the accompanying report of the acting manager at Mauch Chunk —and the fiscal affairs of the Company are developed in that of the Treasurer.

By order of the Board of Managers,
JOSEPH WATSON, *President.*

January 6th, 1831.

The Acting Manager Reports,

That the stockholders must attribute their not receiving a dividend the last year solely to the circumstance of the Delaware and Morris canals not being finished; for although the market for Anthracite coal is yet of a limited character, our facilities in getting to market would have been so much increased by having the use of those canals, that we could have realized a sufficient profit to afford a dividend on the business of the past season.

From the present state of those works, we cannot be disappointed in their completion early in this year—I am credibly informed that the Morris canal is ready for use excepting some of the mechanical work at a few of the inclined planes: and an intelligent friend has informed me, that a visit to the inclined planes on that canal completely dissipated all his former doubts and convinced him of their entire efficacy. He stated that the planes caused little or no detention, as the boats had completed the passage on them in nearly the same time that the horse walked the same distance.

The Pennsylvania Delaware canal has had the water in about half its length, and all the contracts along it were considered as completed, but a few of the sections proved to have been badly constructed, and required heavy repairs. A considerable portion of the bad work has been overhauled, and I believe the superintendent has no doubt we shall have the use of the canal in all the ensuing spring. Our own canal is in excellent order and has proved its superiority over ordinary canals, as was anticipated by its friends, We have had during the past fall two boats from the Delaware and Hudson canal which carry 27 tons each, and the owner of them

declares he can draw them both side by side, in our canal with one horse as easily as he could draw one of them through a narrow canal and consequently at about half the expense per ton.

The following freight was transported on the Lehigh canal in 1830—

Coal	42225
Lumber	2285
Grain	242
Flour	1510
Whiskey	135
Iron	303
Lime stone	2934
Slate	400
Sundries	191
Total	50,225 tons

We have quarried and transported on our rail road the past season, 43,370 tons of coal, and shipped 41,750; the balance being disposed of and remaining at Mauch Chunk. The demand on the forest for the year, amounted to 6,500,000 feet of lumber—from which 11¾ miles of arks were constructed.

I have the pleasure to state, that we have so far improved in the economy of getting coal to market, as to save 40 cents per ton from the cost of 1829.

Our stocks on hand at Mauch Chunk and vicinity, consist of 2,278,000 feet of lumber; 1580 tons of coal at Mauch Chunk, 500 tons along the canal, and 500 tons at South Easton; 308 coal wagons, 20 mule wagons; 107 mules; 40 horses; 15 oxen; 17 canal boats.

300,000 tons of coal uncovered at the great mine, and ready for quarrying. This stock will enable us to meet any sudden demand, that may be required for a new market.

In the construction of the canal, portions of land belonging to 150 proprietors along the line have been occupied. The consequent claims for damage have been settled, except in eighteen cases, principally by purchases of the property, though in some instances by paying the claim and taking releases. The unsettled cases will not, in my estimation of their just value, exceed $10,000.

I feel it a matter of much gratulation that this most unpleasant and vexatious part of the business is so far accomplished, and that the company now stand as proprietors along the line of canal instead of intruders as was the case until these settlements were effected.

I may now state to the Board, that our general position for business is such, that very little special arrangement is necessary to bring to market 100,000 tons of coal, the quantity they have directed me to procure for the next season, provided we have the use of the canals between ours and the tide. One months good working weather will be sufficient to make the necessary preparation.

I have, in compliance with the orders of the Board, converted the three combined locks near Mauch Chunk (which were originally made for a steam boat navigation 130 feet long and 30 feet wide) into two separate locks, like the others on the canal, so that now all our locks are single with a basin or portion of canal between them, and each is capable of passing a boat loaded with 140 tons up or down in an average of five minutes—or a pair of Delaware boats of 70 tons each can pass in the same time. The capacity of the canal is therefore 840 tons per hour, being as great as can be wanted for all the freight that will seek a market from the Lehigh, as well as for all the freight that will ultimately pass this route from the Susquehanna. This it must be recollected is the only route north of the Blue Mountain, where an uninterrupted canal communication, with abundance of water can be made between the Delaware and Susquehanna.

My conviction is, that our great coal mine or quarry will prove to be a vein of coal about sixty feet thick, between the top and bottom slate, and that its extent will bear out my last annual report. Since that report, I have examined our coal field in and about Room Run, where that stream breaks across the coal formation, and have had the good fortune to lay open a series of veins of unparalleled extent, of the following dimensions, viz. 28, 5, 5, 10, 19, 39, 5, 12, 15, 15, 50, 20, 11, and 6 feet: making the whole number of veins opened 14, and the whole thickness, measured at right angles with the veins, 240 feet. The width of the coal basin at this place, north and south, exceeds half a mile, and their bearing lengthwise is south, 88° west. If we allow 60 cubic feet of these veins to make a ton of coal in market, after leaving enough for piers, waste, &c. they will give 4 tons of coal to each superficial square foot (counting the whole as one vein), or 10,560 tons for each foot lengthwise of the coal basin, and consequently 55,756,800 tons for each mile; and allowing our demand to be one million of tons each year from these mines, one mile would last more than fifty-five years. The part of the coal basin belonging to the company, extends ten or twelve miles.

Agreeably to the directions of the Board, I have laid out a line for a rail road, from the Mauch Chunk pond to the Room Run mines, to be graded as follows, viz.

At the landing the rail road will commence at the height of 12.70 feet above the water in the pond.

From the landing to the foot of self-acting plane, No. 1.	13.35 ft. rise in	1450 ft.
No. 1, self-acting plane,	120.11	1200
From No. 1 to No. 2, self-acting plane,	194.25	21004
No. 2, self-acting plane at Room Run,	118.00	1200
No. 3, self-acting plane to 28 foot vein,	56.00	800
Total rise,	414.41 feet in	25,654 ft.

The whole of the road from the coal mines to the landing is descending. In the self-acting planes, the descending wagon will bring back the empty one. The intermediate road is graduated from 10 to 12 inches descent in 100 feet. This being considered the lowest grade on which a loaded wagon will descend by gravity, and therefore the most favourable one that can be devised, when the freight, as in our case, is all one way. This road I hope to finish next spring, in time to save its cost in the transportation of the year, provided the market will take as much coal as we can send down it the ensuing season.

We are, therefore, in a good state of preparation, upon the completion of the Delaware and Morris Canals, to supply the market on tide with as much anthracite coal as it may require; and that of a quality that latterly has become the boast of our neighbours, and long since has given full satisfaction to our customers.

We have now transported on our rail road (of nine miles in length) upwards of 150,000 tons, and we have varied the velocity of the wagons from three miles to thirty miles per hour. The experience which I have thus obtained, confirms me in the opinion, that it will cost more per ton per mile to go twenty miles or more per hour, than to go five miles an hour, notwithstanding the experiments which have lately caused so much excitement on the Manchester and Liverpool rail-way.

I have also, in obedience to the orders of the Board, surveyed, in part, two situations for public town plots One of them at the mouth of Room Run, called "Nesquihoning," lies sufficiently near the mines for the convenience of the miners for centuries. It is 3400 feet from the heart of the Coal region on Room Run, 40 miles from the town of Catawissa, on the Susquehannah river, and 30 miles from Berwick, and will form one of the nearest markets for those places. As only one summit would intervene between this place and Catawissa, and the distance but forty miles, I think it presents the most favourable route which has been presented to the public for a rail road to connect Catawissa or Northumber-

land with the waters of the Delaware. I have had the ground leveled from our Rail Road to the summit of the Nesquihoning valley, and find the rise 254 52.100 feet, and distance 46,600 feet or rather less than 9 miles, and found no difficulty to the construction of a road. Water power can be obtained on the town plot for extensive manufactories, so that the location not only accommodates our business but has great public advantages.

The town called East Mauch Chunk is located on the Company's land, in what is commonly known by the name of the "Lehigh Kettle," on the East side of the Lehigh, and about one-fourth of a mile above Mauch Chunk, at the head of the great navigation for 140 ton boats, and the foot of the contemplated mountain navigation from the Susquehannah for boats of 70 tons, and directly opposite to the landings of the Company for the Coal from the Room Run mines. It is the nearest ground to those landings which is suitable for an extensive settlement, and has a favorable surface, for this purpose, to the extent of half a mile in width, by a mile in length. On the upper corner of the plot we can use the river Lehigh with the fall of 20 feet for mill and manufacturing purposes, and the sterility and roughness of the upper parts of the Lehigh will effectually prevent the future supplies of water for these purposes being cut off by the clearing and improvement of the surrounding country. This town will be four miles from Nesquihoning, 32 from Berwick, 44 from Cattawissa, about 38 from Wilkesbarre, and 46 by the canal from Easton.

When it is recollected that 100,000 tons of coal will give employment to 1000 working men in all the branches connected with the Coal business, and that these with their families will require the aid of Professional men, merchants and mechanics of all descriptions; it will not be considered extravagant to say, that the location and advantages of East Mauch Chunk are such as must insure its speedily becoming one of the largest inland towns in the state, and that it will furnish a nursery from which the Coal business may derive as many hands as may be required.

The completion of the canal, and the location of the rail road and landings have removed the obstacles which have hitherto prevented the Company from disposing of any of their land to the public, as we can now ascertain what parts of the property may be sold without interfering with the extension of the coal business. The Board may therefore now safely offer to the enterprize of the public, the lots in the towns of Nesquihoning and Mauch Chunk, and invite the settlement there of merchants, mechanics, manufacturers, professional men and laborers of all descriptions, to all of whom the situation offers peculiar advantages, and thus confine the attention of the Company to a simple, unspeculative coal business.

All which is respectfully submitted,
JOSIAH WHITE, *Acting Manager.*
Philadelphia, 12th mo. 31, 1830.

STATISTICS OF PITTSBURG FOR 1830.

Guaged in the year,	Whiskey,	9737	barrels.	
"	Oil,	517	"	
"	Molasses,	895	"	
"	Wine,	44	"	
"	Brandy,	135	"	
"	Honey,	26	"	
"	Tar,	18	"	
"	Bounce,	41	"	
"	Stock,	71	"	
Total,		11484	Fees,	$699 41
Hay weighed,	1075 tons,		"	268 75
Salt imported,	6730 barrels,		"	87 60

Boards and scantling measured within the city, by

George Neelans,	1,544,650 feet.
N. Carlisle,	2,550,507 "
John Philips,	576,794 feet.
Daniel Trotter,	116,651 "
	4,788,602 "
George Neelans, out of city,	400,000 "
	5,188,602 "

George G. Wright, 10,083 feet of mahogany.

The wharf master reports amount of tonnage for year, ending December 21, 1830, that paid wharfage, 29,550 tons.

Freight imported,	14410 tons.
Freight exported,	18200 "
Amount of wharfage,	$1838 34.

Amount of City receipts, including balance on hand, December 1829, $1160 66, and a loan of $2500,	$33,612 27
Expenditures,	30,195 27
Balance in treasury,	$3417 00

THE REGISTER.

JANUARY 22, 1831.

SNOW STORM.

On Tuesday night the 14th instant, commenced one of the most violent snow storms which has occurred for many years—the wind was north-east. On Saturday morning the streets were almost impassable; occasioned by the drifting snow. On the south sides of the east and west streets, and on the west sides of the north and south streets, there was very little snow; while on the opposite sides of those streets, it was piled to the height of eight or ten feet. The usual intercourse between the town and country was suspended—the milk and vegetable carts being unable to approach the city, serious inconvenience was experienced from the want of the former necessary article. The market wagons which had taken their station the night before, were so completely barricadoed, as to render it necessary to dig a way for them. Stages which attempted to leave the city were compelled to return; and the arrivals of mails, from different quarters, were in some instances suspended for several days. A considerable number of men have been for several days employed by the Mayor, agreeably to a resolution of Councils, in leveling the snow in the streets, and opening the gutters. There has been sleighing all the week, but owing to the irregularity of the snow, and the narrow passages of the streets, it has been attended with danger and inconvenience. The streets and yards are still filled with snow.

Many old inhabitants do not recollect a similar occurrence. We observe in the notice of the weather, which we published in our second volume, that on the 4th of January, 1821, the snow fell eighteen to twenty-four inches in depth on a level. The storm appears to have been extensive and simultaneous—Boston, New York, Baltimore, Washington, and generally throughout this state as far as heard from.

The Delaware has had so much floating ice in it, as to interrupt the navigation. Much suffering among the poor; and some instances of persons being frozen to death. We may hereafter collect notices of this storm in other quarters.—Another snow storm has now (21st) commenced.